AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application.

LISTING OF CLAIMS:

Claims 1 to 6. (Canceled).

7. (Currently Amended) An apparatus for triggering a restraint device, comprising:

a control unit directly connected to a plurality of crash sensors; and

at least one vehicle sensor located outside of the control unit, as a component within a control system that is connected to the control unit and controls a vehicle function other than triggering of the restraint device;

wherein the control unit is configured to check a crash signal generated by ~~at least~~ a first one of [[a]] the plurality of crash sensors against a plausibility signal generated in response to an earliest-occurring one of (i) a crash signal from another one of the plurality of crash sensors, and (ii) a crash signal from the control system, the control unit triggering the restraint device when both the crash signal generated by the first one of the plurality of crash sensors and the plausibility signal are present ~~first plausibility signal received from the at least one vehicle sensor and to trigger the restraint device as a function of the crash signal and the first plausibility signal, and wherein only the plurality of crash sensors is configured to generate the crash signal~~.

8. (Currently Amended) The apparatus of claim 7, wherein the ~~at least one vehicle sensor is part of~~ control system is a vehicle dynamics control system.

9. (Currently Amended) The apparatus of claim 8, wherein the ~~at least a~~ first one of the plurality of crash sensors is a side-impact sensor, ~~the control unit configured to plausibilize the crash signal of the side impact sensor in accordance with the first plausibility signal~~ and the crash signal from the vehicle dynamics control system is generated in response to a signal from the at least one vehicle sensor.

10. (Currently Amended) The apparatus of claim 7, wherein the ~~at least one vehicle sensor is part of~~ control system is a knock control system.

11. (Currently Amended) The apparatus of claim 10, wherein the knock control system is configured to analyze a structure-borne sound signal for a presence of a crash signature and to generate, independent of the plurality of crash sensors, the ~~first plausibility signal~~ crash signal as a function of the crash signature.

12. (Canceled)

13. (Currently Amended) An apparatus for triggering a restraint device, comprising:

control means directly connected to a plurality of crash sensing means; and

at least one vehicle sensing means located outside of the control means, as a component within an additional control means that is connected to the control means and controls a vehicle function other than triggering of the restraint device;

wherein the control means is for checking a crash signal generated by ~~at least~~ a first one of [[a]] the plurality of crash sensing means against a plausibility signal generated in response to an earliest-occurring one of (i) a crash signal from another one of the plurality of crash sensing means, and (ii) a crash signal from the additional control means, the control means triggering the restraint device when both the crash signal generated by the first one of the plurality of crash sensing means and the plausibility signal are present ~~first plausibility signal received from the at least one vehicle sensing means and for triggering the restraint device as a function of the crash signal and the first plausibility signal, and wherein only the plurality of crash sensing means is configured to generate the crash signal~~.